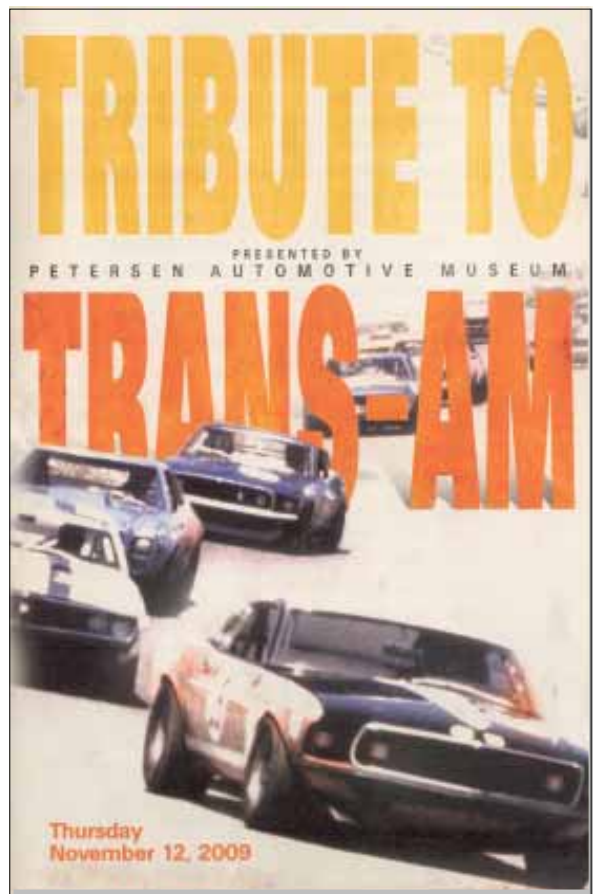


The Petersen Automotive Museum in Los Angeles paid a tribute to the golden years, 1966 thru 1972, of the Trans-American road racing series on November 12, 2009 at the Museum.



Since the inception of the Trans-Am series in 1966, thru 1972, the rules established by the Sports Car Club of America (SCCA) primarily required cars and parts to be production items, available over the counter, to the public. It was a “Win on Sunday - Sell on Monday” bandwagon the major car manufacturers, American and foreign jumped on. The Trans-Am race results from 1966 thru 1972 can be found at www.1966shelbynotchbackmustang.com/TAresults.htm

Due to the gas shortage during the early 1970's, the public interest in the gas hungry Muscle Car ended and the consumers now looked to the economy car, putting an end to the Muscle Car era. The factories pulled out of the Trans-Am and with them, many of the top name drivers. The SCCA, to save the Trans-Am series, made major rule changes including those which permitted other cars into the series. The new rules now allowed major changes to the original Trans-Am car to make them more competitive with these new cars entering the series. Although this saved the series, it forever ended the *The Golden Years of Trans-Am Racing*.

A 2:00 p.m. Panel Discussion began the days events. Moderated by Dave McClelland, the subject concentrated on “Cheating in the Trans-Am”, with team members, owners, engineers, suppliers as well as the drivers themselves.

Honorary Guest panelists included:

- TONY ADAMOWICZ
Driver, Porsche, 1968 U2L Trans-Am Champion
- ROBERT BARG
Driver
- PETER BROCK
BRE Datsun 510
- TONY DELORENZO
Driver, Owens-Corning Mustang
- FRANK DOBIAS
Co-owner, Ray Cuomo Racing 1966 Shelby Notchback
- GEORGE FOLLMER
Driver, 1971 O2L Trans-Am Champion
- RON FOURNIER
Metal Fabricator, Penske
- DICK GULDSTRAND
Driver
- GIB HUFSTADER
GM Powertrain engineer
- PARNELLI JONES
Driver, 1970 O2L Trans-Am Champion
- RONNIE KAPLAN
Fabricator 1968-69 Javelin
- HORST KWECH
Driver
- JOHN MARTIN
Ron Kaplan Crew Chief for Follmer & Revson 1968
- JOHN MORTON
Driver, 2.5 BRE Datsun, U2L Champion
- JAN NELSON
Co-owner/Driver, Ray Cuomo Racing 1966 Shelby Notchback
- BILL PRESTON
Sunoco Representative
- JERRY SCHWARTZ
Crew Chief, Shelby & Roy Woods
- TOM YEAGER
Driver, 1966 Mustang

A very popular topic was that of George Follmers 125 pound helmet. Other questions included acid dipping, bolts with offset heads, body panel alterations, fuel cell and dump can capacities, fueling rigs, fuel temperature, suspension alterations and more. Many of these areas were the topic of the Bob Kovacik article found in the September 1968 issue of *Sports Car Graphic* magazines “How to Cheat in the Trans-Am”. Was all this really cheating or just innovative and imaginative interpretation of the rules?

After the panel discussion, an invitation was extended to the Historic Trans-Am Group, by representatives from three major vintage racing sanctioning bodies, wishing to add a Trans-Am class to their events. An indication of the popularity of *The Golden Years of Trans-Am Racing*.

Tribute to the Trans-Am The Cars



An impressive site as you enter the main display area. Three Penske Sunoco Camaros. Currently owned by Tom McIntyre, Ken Epsman and Don Lee respectively.



Jan Nelson and Carl Stein in front of George Follmers 1969 and 1970 Bud Moore Boss 302 Mustangs.. Both Jan and Carl own and vintage race original 1966 Shelby prepared Trans-Am/Group II Mustangs. Current owners of these two famous Boss 302s are Brian Ferrin (1970 #15) and Vic Edelbrock (1969 #16).



l. to r. John Mortons 1971 BRE Datsun 510, Tony A2Z Adamowicz 1968 Porsche 911, Horst Kwechs' 1965 Alfa GTA. All three of these original drivers participated in the afternoons panel discussion.



The Mark Donohue 1971 Penske Sunoco Javelin, currently owned and vintage raced by Jere Clark.



The Gary Matthews 1970 Boss 302, currently owned and vintage raced by Michael Martin.

Tribute to the Trans-Am The Cars



The 1968 Smokey Yunick Camaro, currently in the Vic Edelbrock collection and raced in vintage events.



Dan Gurney being interviewed in front of the 1969 Shelby Racing Boss 302 he drove in selected races during the 1969 season. Phil Gallant is the current owner of #2. Other cars on display were the;

1963 JIM TAYLOR FORD FALCON
 Mike Eisenberg, Owner

1967 ALAN GREEN CHEVROLET CAMARO
 Tony Hart, Owner

1967 DICK GULDSTRAND DANA CAMARO
 Owner, 2009 Trans-Am Champion, Tomy Drissi

1969 MO CARTER CAMARO
 Joe Frietas, Owner

1970 JIM HALL CHAPARRAL CAMARO
 Jimmy Castle, Owner

1970 JERRY TITUS PONTIAC FIREBIRD
 Bruce Canepa, Owner



Ken Epsman, current owner and vintage driver of the 1970 Dodge Challenger, originally driven by Sam Posey.

Visit the Historic Trans-Am website at
www.historictransam.com
 for car histories along with vintage & current photos.

Tribute to the Trans-Am - The People



Gary Underwood & Gerry Schwartz



Event Chairman Tom McIntyre
 flanked by Parnelli Jones
 and George Follmer



Allen Denson & Vic Edelbrock



Jan Nelson & Robert Barg



Cris Vandergriff & Tom McIntyre

Tribute to the Trans-Am - The People



Parnelli Jones



Horst Kwech



Tony DeLorenzo

The evening's festivities began at 6:00 with a cocktail hour followed by a fantastic buffet dinner.

Dick Messer, Museum Director; Bruce Meyer, Checkered Flag 200 Chairman and Tom McIntyre of the Historic Trans-Am Group and Event Chairman welcomed everyone.

A history of Trans-Am racing was accompanied with exciting footage showing many of the Honorary Guests in action from the Golden Years.

Emcee for the evening Dave McClelland and Bruce Meyer conducted the auction portion of the program. Many interesting photographs and memorabilia were auctioned off.

Dave McClelland then introduced all of the Honorary Guests and interviewed many of them to the delight of everyone. Throughout the event the Honorary Guests were available for autographs.

It was a fantastic event thanks to the Petersen Museum, Tom McIntyre, the Historic Trans-Am Group, the Honored Guests and all those who attended.

Least we forget all of the drivers, crews, owners and sponsors, organizers, workers and of course, the Trans-Am race fan, who made 1966 through 1972 the unforgettable *Golden Years of Trans-Am Racing*.



Tony A2Z Adamowicz



Ron Fournier



Dick Guldstrand



George Follmer



John Morton

2009 Petersen Museum Tribute to Trans-Am Honorary Guests group photo

